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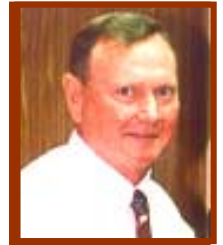
February/March 2001

Volume 8, No. 1

Subcommittee meeting is informative

Director's Report

By: Jim Dousay



In January, I attended a meeting of the Executive Committee of the AASHTO Right of Way and Utilities Subcommittee in Scottsdale, Arizona. As noted in the last issue of the *Acquirer*, this meeting was to work on the agenda and topics to be discussed at the AASHTO Right of Way Conference in Portland, Oregon, in May. The theme of this year's

conference will be "Doing More With Less." I will have the privilege of moderating one of the sessions this year. The main topics discussed at the meeting in Arizona were program delivery and streamlining the process. Of course, doing more with less has been a constant topic among right of way people for several years. As FHWA becomes more and more flexible and leaves more responsibility with the states this topic becomes more and more timely. At the Executive Board meeting, a booklet was handed out entitled *Innovative Practices to Reduce Delivery Time for Right-of-Way in Project Development*. This booklet was the result of research done by AASHTO in cooperation with FHWA. The research revealed successful strategies that have been used by various state transportation agencies (STAs) to streamline the acquisition process. Some of the topics discussed are: State of the Practice; Influence of Laws, Regulations, and Policy on Right of Way Delivery; and Models of Innovative Project Management. I am glad to note that several of the suggested improvements have already been implemented here in Louisiana. Some of the things mentioned in the chapter on innovative project management that we do are: earlier involvement in project development (Joint Plan Reviews, for example), offers by mail, customer surveys, waiver of lien releases (waiving mortgage certificates), and administrative settlements. Some other changes that we plan to implement soon are:

- ▶ Title reports limited to current owners, with appropriate support data.
- ▶ Authorizing negotiating agents to have administrative settlement approval authority up to \$5,000.00
- ▶ Allow negotiating agent to deliver the check
- ▶ More electronic submission of appraisals and expanding this to other documents needed in the acquisition process
- ▶ Use of "Compensation Estimates" to replace appraisal waivers. These would be used on ownerships estimated to be worth less than \$10,000.00 and would be prepared by staff and review appraisers.

In keeping with the theme of doing more with less, I have appointed a committee on reorganization, consisting of Lloyd Scallan, Carol Hisson, and Pam Leon. The first meeting was scheduled for February 5th and will meet regularly. The hope is that we will have something ready for approval by the end of March.

Also, Real Estate has scheduled meetings with the consulting firm of Benton and Associates to study what the cost would be to get our status tracking system on the Internet. This would be so our consultants could access the system and make needed entries at their offices with their own PCs without having to go to a DOTD facility. The company would also study how we can maintain the

security and integrity of the system while making it available consultants.

As you know, my long-time secretary Linda Brigalia has retired. Linda was always a big help to me, especially in taking care of those day-to-day things that had to be done to keep things operating. While I'll miss her, I wish her all the best on her retirement and hope she'll come visit from time-to-time. ♦

Real Estate enters the 21st Century – On Line!

By: Pam Leon

The Real Estate web site is now available on both the DOTD Intranet and outside of the Department on the Internet.

The URL for the Department Intranet page is <http://ladotnet.dotd.state.la.us/>. You will find a link to Real Estate under the Design Section. The URL to the Department's Internet Page is <http://www.dotd.state.la.us>. The link to the Real Estate site on this page is under Engineering Groups.

The web site has the complete text of the updated *Real Estate Manual*, as well as downloadable copies of all forms and letters used in Acquisition, Relocation, Improvement Control and Property Management. It is suggested that employees begin routinely using the templates on the web site for all such correspondence. This will insure that employees are always using the most updated versions of all forms.

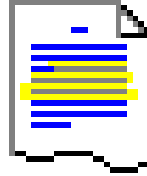
In order to view the manual online, your computer will need to have the



Adobe Acrobat Reader installed. If it does not, the web site has links to download sites. After you

download and install the reader, you will be able to open up the manual and do searches.

The on-line Real Estate Manual will be continuously updated as needed. One hard copy of the manual will be given to each District and Section. However, all revisions will be made electronically and replacement pages for the printed manual will not be distributed. The web site will list changed pages if you wish to print out the sheets and maintain an updated hard copy of the manual.



If we see that there is a need for training classes in accessing and using the Real Estate web site, on-site sessions will be set up. Feel free to give your feed back and suggestions on how to make this site better and more useful.

Note: The pictures used in banner along the top of the web page will be changing regularly. Offices are encouraged to use their digital cameras to take pictures of their staff, office and fieldwork to submit for inclusion. E-mail pictures and comments to Pam Leon. ♦

More FHWA History

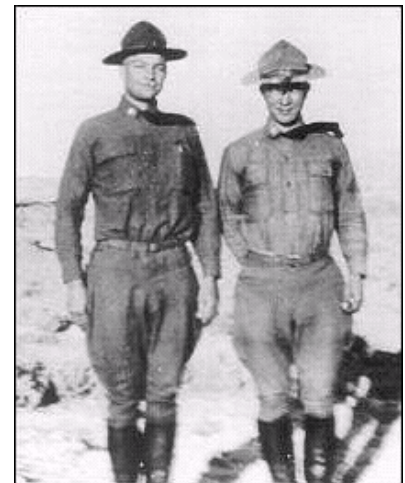
War shows need for better highways

As consideration of the Federal-Aid Highway Act of 1944 began, the highway community was divided. Rival apportionment formulas divided the states. Urban interests battled rural interests for priority. And states sought increased authority from the federal government. The result of these disagreements was an inability to agree on the major changes needed in the post-war era to address accumulated highway needs. The Federal-Aid Highway Act of 1944 primarily maintained the status quo. Its biggest departure was in Section 7, which authorized designation of a 65,000-km "National System of Interstate Highways," to be selected by joint action of the state highway departments: "... so located as to connect by routes, as direct as practicable, the principal metropolitan

areas, cities, and industrial centers, to serve the national defense, and to connect at suitable border points with routes of continental importance in the Dominion of Canada and the Republic of Mexico."

Although Section 7 authorized the interstate system, it included no special provisions to give the interstate highways a priority based on their national importance. Section 7 did not authorize special funding, increase the federal share, or make a federal commitment to construct the system. The Public Roads Administration (PRA), as the BPR was now called, moved quickly to implement Section 7. It called on the states to submit recommendations on which routes should be included in the interstate system. PRA also began working with state and local officials to develop interstate plans for the larger cities. In addition, PRA worked with the American Association of State Highway Officials (AASHO) to develop design standards for the interstate system.

These standards, approved Aug. 1, 1945, did not call for a uniform design for the entire system, but rather for uniformity where conditions such as traffic, population density, topography, and other factors were similar. Designs, which would be based on traffic expected 20 years from the date of construction, would be adjusted to



Lt. Col. (and future President) Dwight D. Eisenhower (l.) and Maj. Sereno Brett on the U.S. Army's first transcontinental motor convoy in 1919. Here Eisenhower first learned the value of good roads.

conditions. Most segments would have at least four lanes and full control of access would be provided where permitted by state law. But two-lane segments, limited access control, and at-grade railroad and highway crossings would be permitted where warranted by low traffic volumes. On Aug. 2, 1947, PRA announced designation of the first 60,640 km of interstate highways, including 4,638 km of urban thoroughfares. PRA reserved 3,732 km for additional urban circumferential and distributing routes that would be designated later.

Construction of the interstate system moved slowly. Many states did not wish to divert federal-aid funds from local needs. Others complained that the standards were too high. Some of the heavily populated states, finding that federal-aid funding was so small in comparison with need, decided to authorize construction of toll roads in the interstate corridors. Also, by July 1950, the United States was again at war, this time in Korea, and the focus of the highway program shifted from civilian to military needs.

The Federal-Aid Highway Act of 1952 authorized \$25 million for the interstate system on a 50-50 matching basis. These were the first funds authorized specifically for interstate construction. However, it was a token amount, reflecting the continuing disagreements within the highway community rather than the national importance of the system.

When President Dwight D. Eisenhower took office in January 1953, the states had completed 10,327 km of system improvements at a cost of \$955 million - half of which came from the federal government.



President Dwight D. Eisenhower

According to BPR, as it was again called, only 24 percent of interstate roadway was adequate for present traffic; that is, very little of the distance had been

reconstructed to meet traffic expected 20 years hence.

Long before taking office, Eisenhower recognized the importance of highways. His first realization of the value of good highways occurred in 1919, when he participated in the U.S. Army's first transcontinental motor convoy from Washington, D.C., to San Francisco. When Eisenhower and a friend heard about the convoy, they volunteered to go along as observers, "partly for a lark and partly to learn," as he later recalled. On the way west, the convoy experienced all the woes known to motorists and then some - an endless series of mechanical difficulties; vehicles stuck in mud or sand; trucks and other equipment crashing through wooden bridges; roads as slippery as ice or dusty or the consistency of "gumbo"; extremes of weather from desert heat to Rocky Mountain freezing; and, for the soldiers, worst of all, speeches, speeches, and more speeches in every town along the way. On Sept. 5, 1919, after 62 days on the road, the convoy reached San Francisco, where it was greeted with medals, a parade, and more speeches.

During World War II, Gen. Eisenhower saw the advantages Germany enjoyed because of the autobahn network.

He also noted the enhanced mobility of the Allies when they fought their way into Germany. These experiences shaped Eisenhower's views on highways. "The old convoy," he said, "had started me thinking about good, two-lane highways, but Germany had made me see the wisdom of broader ribbons across the land."

In 1953, the first year of the Eisenhower administration, the president had little time for highways. He was preoccupied with bringing an end to the war in Korea and helping the country get through the economic disruption of the post-war period. However, 1954 was a year in which a new federal-aid highway act would be needed, and from the start, during the State of the Union Address on Jan. 7, Eisenhower made clear that he was ready to turn his attention to the

Welcome to...

Maxine Fuller

Secretary 2

Gang 105 (Monroe)

Lori Hill Easterling

Secretary 2

Gang 158 (Chase)

nation's highway problems. He considered it important to "protect the vital interest of every citizen in a safe and adequate highway system." Having held extensive hearings in 1953, Congress was able to act quickly on the Federal-Aid Highway Act of 1954. Again, however, Congress avoided radical departures that would alter the balance among competing interests. All the programs, including the interstate system, were funded at higher levels, so each of the interests was satisfied. The main controversy involved the apportionment of the funds. Heavily populated states and urban areas wanted population to be the main factor, while other states preferred land area and distance as factors. The 1954 bill authorized \$175 million for the interstate system, to be used on a 60-40 matching ratio. The formula represented a compromise: one-half

based on population and one-half based on the federal-aid primary formula (one-third on roadway distance, one-third on land area, and one-third on population).

During the signing ceremony at the White House on May 6, 1954, the president said, "This legislation is one effective forward step in meeting the accumulated needs." But he knew it was not a big enough step, and he decided to do something about it.

Eisenhower planned to address a conference of state governors in Bolton Landing on Lake George, N.Y., July 12, 1954. Because of the death of his sister-in-law, the president was unable to attend, and Vice President Richard M. Nixon delivered the message from detailed notes the president had prepared.



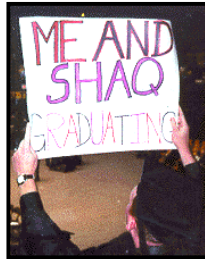
Nixon told the governors that the increased funding authorized earlier that year was "a good start" but "a \$50 billion highway program in 10 years is a goal toward which we can - and we should - look." Such a program, over and above the regular federal-aid program, was needed because "... our highway network is inadequate locally, and obsolete as a national system." The vice president read the president's recollection of his 1919 convoy, then cited five "penalties" of the nation's obsolete highway network: the annual death and injury toll, the waste of billions of dollars in detours and traffic jams, the clogging of the nation's courts with highway-related suits, the inefficiency in the transportation of goods, and "the appalling inadequacies to meet the demands of catastrophe or defense, should an atomic war come." What was needed, the president believed, was a grand plan for a properly articulated system of highways. The president wanted a self-liquidating method of financing that would avoid debt. He wanted a cooperative alliance between state and federal officials to accomplish the federal part of the grand plan. And he wanted the federal government to cooperate with the states to develop a modern state highway system. Finally, the vice president read the last sentence of the president's notes, in which he asked the governors to study the matter and recommend the cooperative action needed to meet these goals.

The speech, according to a contemporary observer, had an "electrifying effect" on the conference. It had come as a complete surprise, without the advance work that usually precedes major presidential statements. Furthermore, the speech was delivered at a time when the governors were again debating how to convince the federal government to stop collecting gas taxes so the states could pick up the revenue. Some governors even argued

Congratulations to

that the federal government should get out of the highway business altogether.
— from the FHWA web site ♦

Richard McElveen, who was promoted to Real Estate Manager



Carolyn Olinde, who was promoted to Executive

Another LSU grad got some attention at the recent ceremonies Secretary

Charles Hudson, whose daughter, Helen, graduated *magna cum laude* from LSU in May

Employee's daughter helps team win competition

On February 3, XCEL Gymnastics team of Denham Springs competed in the Acadiana Open Gymnastics Meet in Lafayette, Louisiana. There were five teams competing in Level 2 competition with XCEL having nine girls ages 5-10 years old competing in Level 2.

Nicole Kemp, 9, daughter of Karla Armand, Headquarters Utility Specialist II, is a member of the XCEL Gymnastics Team for Level 2. Nicole competed in four events against other 9 and 10 year olds. Nicole placed 2nd on vault, 3rd on bars, 2nd on beam and 4th on floor exercise. Nicole placed 2nd all-around. The XCEL Gymnastics Level 2 team placed



1st in the meet! ♦

Mardi Gras in Church Point

Church Point's Mardi Gras *courir* takes place on the Sunday before Mardi Gras. The men don costumes and masks and roam the area on horseback, stopping at homes to perform dances and comic antics in return for the gift of a chicken, a guinea, a pig, or another ingredient for a gumbo. In past years, a parade has been scheduled in the afternoon. In 2000, the Mardi Gras *Courir* rode through Church Point at 9 a.m. Sunday, instead of in the afternoon.

Riders gather at the Saddle Tramp Riding Club at 7 a.m. the Sunday preceding Mardi Gras, and the *courir* begins at 8:30. After the *courir*, everyone gathers back at the Clubhouse for chicken and sausage gumbo and a fais do-do. The Church Point *capitaine* and the Mamou *capitaine* flipped a coin to determine when the *courirs* would take place. The outcome: Church Point got Sunday and the Mamou *courir*, Tuesday.

When the Mardi Gras arrives at a house where they want to stop, the *capitaine* rides up to the home to meet with the homeowner to get permission for the riders to come on the property. Then the riders charge full speed down the driveway. A band, riding in a trailer, played the Mardi Gras song while the men danced and carried on.

Church Point, with a population of about 4,800 people, is a small rural town with a long tradition. The first homesteads were established by the D'Aigle brothers in 1843. The Jesuit missionaries constructed the first chapel on the banks of a bend in Bayou Plaquemine, a location that became identified as "*La Chapelle de la pointe de Plaquemine Brulee*"--or, in the anglicized version, Church Point (translated back into French: *Pointe de l'Eglise*). Although the area is dotted with oil wells, Church Point is primarily a town whose economy centers on farming: rice, soybeans, corn, milo, sugar cane, and crawfish. — from *lsue.edu* ♦



Happy Mardi Gras!

Some Valentine symbols and traditions explained

Symbols

Roses 'Oh, my love is a red, red rose' ~ Poets and scholars have likened the beauty of their sweethearts to that of roses. Rose, as the queen of flowers, symbolizes peace and war, love and forgiveness. Valentine's



Day is a time to send flowers and gifts to your loved ones but beware! Some of these beautiful messengers may transmit wrong messages. Take the most common flowers, roses for instance. There are formal meanings of different colored roses in some cultures. Each of these meanings is still used in society today, so choose your color with care.

White roses are for true love and purity of the mind.

Red roses are for love and passion.

Yellow roses are for friendship.

Black roses mean farewell.

Pink roses mean friendship or sweetheart.

Cupid

Cupid, the mischievous son of the Goddess of Love, Venus, is supposedly responsible for people falling in love. According to the myths, anyone being hit by Cupid's arrow falls in love with the first person he/she sees. His mischievous intentions have led to some entertaining situations in various legends. Cupid in the Roman mythology has Eros, the son of Aphrodite, as his counterpart in the Greek Myths. The names of both these Gods are used synonymously with the concept of love today



Love Knot

Young women in strict Muslim households used to send their pledges of love to young men through messages of love woven through the knots of a carpet in an Arab tradition. This tradition of sending messages through the knots gave birth to the concept of love knots that continues to this day.

Hearts

To a beloved, there is no symbol as important as the heart. To give someone one's heart means to give to him or her one's whole being, for the heart is at the center of one's existence. The heart stands for the most profound and noblest of human emotions- that of love. Through ages, it has inspired millions to rise above the mundane cares and to get lost in the thought of their beloved. Thus a heart, pierced by the cupid's arrow, has become the most famous of the valentine's symbols.

Love Birds and Doves

It was believed that on this romantic day, birds found their mates. This belief is still cherished by love struck people all over the world. The sweet little blue coloured lovebirds have come to signify that belief. It is said that the lovebirds can't live without their mates. Dove, in the Christian belief signifies purity, meekness and innocence. Hence, these two birds have become the most endearing symbols of the spirit of valentine day



Traditions

♥ The 'first true Valentine card' was sent by Charles, duke of Orleans, to his wife in 1415 when he was imprisoned in the Tower of London.

♥ 'To wear your heart on your sleeve' - This phrase is quite commonplace nowadays but do you know the origin of this phrase? It comes down from the Middle ages when the young men and women drew names from a bowl to see who their valentines would be. They would then wear these names on their sleeves for one week.

♥ In Wales, there was a custom of giving carved wooden love spoons as gifts, on February 14th. Hearts, keys and keyholes were favorite carvings on the spoons. The decoration meant, "You unlock my heart!"

♥ In some countries, a young woman may receive a gift of clothing from a



young man. If she keeps the gift, it means she will marry him.



♥ Many people give candy to their sweethearts on Valentine's Day. Candy is sweet and so are sweethearts. In North America and Europe, chocolates are sold in fancy boxes shaped like hearts. Some boxes have flowers and ribbons on them. - from mydearvalentine.com ♦

Consultant Workshop held in January

An Acquisition of Right of Way and Relocation Assistance Workshop was held January 30 & 31 at the URS office in Baton Rouge. The following are some scenes from the workshop (photos provided by Rita George of District 07):



Jim discusses what is expected of consultants.



Consultants (from left, clockwise) Matt Agers, Bill Bowman, Al Louvirere, Richard and Liz Louviere, and Juanita Dupont listen to the discussion.



Pete Nyberg of FHWA discusses the Uniform Act.

More Louisiana History

Some Reconstruction events in Louisiana

During the Reconstruction era, riots erupted throughout the state, in St. Bernard, St. Landry, Bossier, and St. Mary Parishes, New Orleans, and elsewhere. Republican forces rarely controlled areas outside of New Orleans. In rural areas near-anarchy or guerrilla warfare often prevailed. Some of the most violent activity took place in north Louisiana with the Colfax Riot of April 1873 and the Coushatta Massacre of August 1874.

Colfax Riot

The Colfax Riot was the bloodiest single instance of racial violence in the Reconstruction era in all the United States. According to John G. Lewis, a black educator and legislator in Louisiana, blacks tried to defend their rights, with the result that "on Easter Sunday of 1873, when the sun went down that night, it went down on the corpses of two hundred and eighty negroes." Other reports listed 105 African Americans and 2 whites murdered.

Disputes over the 1872 election results had produced dual governments in Louisiana, one Republican, the other Democrat, from the governor on down. Fearful that local Democrats would seize power, former slaves under the command of black Civil War veterans and militia officers took over Colfax, the seat of Grant Parish. After a three-week defense, these black and white Republicans succumbed to a white Democrat assault. A massacre followed, including the slaughter of about fifty African Americans who had laid down their arms and surrendered.

White League influence spread to northwest Louisiana in the summer of

1873. Its brutal actions targeted whites as well as blacks, especially those whites who courted black votes. One such episode was directed against white Republican leaders in Coushatta, the family of carpetbag politician Marshall Harvey Twitchell. Twitchell had moved to Bienville Parish after the Civil War, where he became a prominent cotton planter and businessman. In 1871 he was elected the youngest member of the state senate, representing Bienville Parish in the Reconstruction legislature, where he played a key role in the creation of Red River Parish.

In August 1874, while Twitchell was in New Orleans, White Leaguers arrested and executed Twitchell's brother, two of his brothers-in-law, and three other white Republicans. Twitchell returned to Coushatta from New Orleans with two companies of federal troops, his goal to restore Republican rule in the parish.



John McEnery

Democratic leaders continued to control local politics, however. In 1876 they assassinated Twitchell's third brother-in-law,

and tried to kill Twitchell, who lost both his arms in the

fray.

First Battle of the Cabildo, 1873

The First Battle of the Cabildo fought on 5 March 1873 pitted Democrats supporting John McEnery against the Metropolitan Police of New Orleans, an integrated militia that protected the Republican administration under Governor Kellogg. In the 1872 election McEnery had run against Kellogg for governor. Both candidates claimed victory and established dual police forces and legislatures. The Metropolitan Police put down the McEnery militia's coup attempt, directed at Metropolitan headquarters in the Cabildo on 5 March. The next day they dispersed the McEnery legislature, which met in Odd Fellows'

Hall. Kellogg and the Republicans were restored to power, although their tenure was unstable for the remainder of Reconstruction.

Battle of Liberty Place

On 14 September 1874 the Metropolitan Police once again clashed with Democratic militia forces, now organized as the Crescent City White League, in what is known as the Battle of Liberty Place. This time the Metropolitan Police lost, and federal troops had to be called in to restore Governor Kellogg to office. They helped maintain Kellogg in power, at least in New Orleans, until the end of Reconstruction two years later.

The Metropolitan Police, made up of black and white recruits, acted as a Republican militia during Radical Reconstruction in Louisiana. General James Longstreet and Superintendent A. S. Badger commanded a force of 500 Metropolitan Police, 100 additional armed police, and some 3,000 black militia at the Battle of Liberty Place. They faced about 8,400 White Leaguers and other dissidents. One of the leaders of Republican police forces in New Orleans was James Lewis, a black man from Mississippi who rose from sergeant to captain of the Metropolitan Police and finally to city council commissioner of police and public improvements. From humble beginnings as a boat steward, Lewis gained prominence in Louisiana during Reconstruction and beyond. He organized free Freedman's Bureau state schools for African Americans, served as state surveyor general, became grand master of the Louisiana Free Masons, and commanded the Grand Army of the Republic in Louisiana and Mississippi. – *from the Department of Culture, Recreation and Tourism web site*

Recent Retirements

Judy Rundell – December 21, 2000

Linda Brigalia – January 25, 2001



ABOVE

LEFT: Jim presents Judy with her service award

RIGHT: Jim and Linda pose with her service award



LEFT: Family members join Judy for the happy occasion



RIGHT: Jim talks to Linda and her family about her accomplishments

A note from John & Velma David

Dear Employees of DOTD Real Estate:

We can't put into words exactly what we want to say or how we feel about you guys. Our loss could not have been greater and gets harder by the day. Your extended kindness will never be forgotten. May God bless each and everyone of you. Our son loved DOTD. That was half his life. Now we do understand why. Thank you for the beautiful plant, for your prayers, presence and support.

It's almost St. Paddy's Day. . .

The person who was to become St. Patrick, the patron saint of Ireland, was born in Wales about AD 385. His given name was Maewyn, and he almost didn't get the job of bishop of Ireland because he lacked the required scholarship. Far from being a saint, until he was 16, he considered himself a pagan. At that age, he was sold into slavery by a group of Irish marauders that raided his village. During his captivity, he became closer to God. He escaped from slavery after six years and went to Gaul where he studied in the monastery under St. Germain, bishop of Auxerre for a period of twelve years. During his training he became aware that his calling was to convert the pagans to Christianity.



His wishes were to return to Ireland, to convert the pagans that had overrun the country. But his superiors instead appointed St. Palladius. But two years later, Palladius transferred to Scotland. Patrick, having adopted that Christian name earlier, was then appointed as second bishop to Ireland. Patrick was quite successful at winning converts. And this fact upset the Celtic Druids. Patrick was arrested several times, but escaped each time. He traveled throughout Ireland, establishing monasteries across the country. He also set up schools and churches, which would aid him in his conversion of the Irish country to Christianity.

His mission in Ireland lasted for thirty years. After that time, Patrick retired to County Down. He died on March 17 in AD 461. That day has been commemorated as St. Patrick's Day ever since.

Much Irish folklore surrounds St. Patrick's Day. Not much of it is actually substantiated. Some of this lore includes the belief that Patrick raised people from the dead. He also is said to have given a sermon from a hilltop that drove all the snakes from Ireland.

Though originally a Catholic holy day, St. Patrick's Day has evolved into more of a secular holiday. One traditional icon of the day is the shamrock. And this stems from a more bona fide Irish tale that tells how Patrick used the three-leaved shamrock to explain the Trinity. He used it in his sermons to represent how the Father, the Son, and the Holy Spirit could all exist as separate elements of the same entity. His followers adopted the custom of wearing a shamrock on his feast day.

The St. Patrick's Day custom came to America in 1737. That was the first year St. Patrick's Day was publicly celebrated in this country, in Boston. — *from wilstar.com*

“Love is shown in your deeds, not in your words.” – *Fr. Jerome Cummings*

“The way to love anything is to realize that it might be lost.” – *G. K. Chesterton*

“Every strike brings me closer to the next home run.” – *Babe Ruth*

“Be thankful we’re not getting all the government we’re paying for.” – *Will Rogers*

“If you judge people, you have no time to love them.” – *Mother Theresa*

“Love is blind, but friendship closes its eyes.” – *Unknown*

“Anyone who stops learning is old. The greatest thing in life is to keep your mind young.” – *Henry Ford*

“If you find yourself in a hole, the first thing to do is stop diggin’.” – *Roy Rogers*

“Any fool can criticize, condemn, and complain – and most fools do.” – *Dale Carnegie*

“It is better to look ahead and prepare than to look back and regret.” – *Jackie Joyner-Kersey*

“When I see everyone rushing in one direction, I know it’s time to move the other way.” – *Armand Hammer*

“The secret to a rich life is to have more beginnings than endings.” – *Dave Weinbaum*



Real Estate on Line!

(Intranet) <http://ladotnet.dotd.state.la.us/> (Real Estate under Design Section)

(Internet) <http://www.dotd.state.la.us/> (Real Estate under Engineering Groups)